

THE CHINA MAIL.

[No. 9275.—OCTOBER 21, 1892.]

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

PEDIGREE SAILINGS FROM HONGKONG
City of Peking SATURDAY, Oct. 22.
China TUESDAY, Nov. 1.
Porto, via Rio de Janeiro SATURDAY, Nov. 10.
W. Honolulu SATURDAY, Dec. 10.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO and YOKOHAMA, TOMORROW, the 22nd October, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
From HONGKONG, FIRST CLASS.

To San Francisco, Vancouver, New Victoria, Esquimalt, New Westminster, Port Townshend, Seattle, Tacoma, Portland, O.

To Liverpool and London \$325.00

To Paris and Brussels \$345.00

To Havre and Hamburg \$330.00

Through Passage Tickets granted to England, France, and Germany by air trans-Atlantic line of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	50 day Tickets.	Continuous Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn.	229.50	
Minneapolis, Minn.	297.50	295.00
Chicago, Ill.	299.50	297.50
Milwaukee, Wis.	302.50	301.50
Cincinnati, Ohio	304.50	304.00
Columbus, Ohio	305.50	305.25
Detroit, Mich.	306.50	307.45
Cleveland, Ohio	309.50	307.45
Toronto, Canada	310.25	307.00
Pittsburg, Penn.	311.00	308.00
Niagara Falls, N.Y., Buffalo, N.Y., D.C., Baltimore, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn.	319.75	312.50
New York	319.75	316.00
Boston, Mass.	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in series of China and Japan, and to Government officials and their families.

Passengers by this Line have the option of traveling Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return ticket to San Francisco will be issued at following rates:

4 months \$337.50

12 " \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (not vice versa) within one year will be allowed a discount of 10% from Return Fare. This allowance does not apply to those who have traveled through ports from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japanese ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Bright will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m., same day; all Parcel Posts should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight apply to the Agency of the Company, No. 72, Queen's Road Central, J. S. VAN BUREN, Agent.

Hongkong, October 21, 1892. 1702

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID,

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HARVE AND BORDEAUX;

ALSO PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 2nd November, 1892 at Noon, the Company's S.S. *SAGHATEN*, Commandant HOMERY, with MAIUS, PASSENGERS, SPECIE, and GABIO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Nov.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 1st November, 1892. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX, Agent.

Hongkong, October 19, 1892. 1897

WASHING BOOKS.
(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

WASHING BOOKS.

Mails.



Steam.

SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAIL, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, PLYMOUTH AND LONDON.

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERHIS, GULF PORTS, MARSEILLES, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PANTHER AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship BRINDISI, Captain D. ROCHE, with Her Majesty's Mail, will be despatched from this for BOMBAY, on THURSDAY, 29th October, at Noon, (connecting with the *HIMALAYA* at BOMBAY), which Vessel takes her Cargo for LONDON, via SUZEE CANAL, leaving that port on the 19th NOVEMBER, 1892.

Cargo will be received on board until 4 p.m., Parcels and Specie (Gold) at the time of sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed and Bomby.

Tea will be sent either to Bomby or Colombo according to arrangement.

For further information regarding FREIGHT and PASSAGE, apply to the PANTHER AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to sailing.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their bag-gage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

A. M. MARSHALL,
for Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, October 19, 1892. 1823

CANADIAN PACIFIC RAILWAY CO.'s ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)

Empress of China Wednesday Nov. 2.

Empress of India Wednesday Nov. 30.

Empress of Japan Wednesday Dec. 28.

THE R. M. S. EMPRESS OF CHINA, Capt. R. ARCHIBALD, Commander, sailing at Noon, on WEDNESDAY, the 2nd November, with Her Majesty's Mail, will proceed to VANCOUVER, via SHANGAI, KOBE, INLAND SEA and YOKOHAMA.

TO-MORROW, the 22nd Instant.

PRICES OF ADMISSION:

Boxes (4 chairs in each box).....\$6.00

First Class.....1.00

Second Class.....0.50

Third Class.....0.20

Doors open at.....8 o'clock p.m.

Commence at.....9 ".

CHANCE OF PROGRAMME EVERY NIGHT.

Y. YOKOZE, Agent.

Hongkong, October 21, 1892. 1844

NOTICE.

DAIRY FARM COMPANY, LIMITED.

M. R. WALKER has been appointed ACTING MANAGER (vice Mr. DA SILVA RESIGNED).

By Order of the Board,

W. HUTTON POTTS, Secretary.

Hongkong, October 15, 1892. 1843

NOTICE.

THE OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship

MYRTLE, Captain NELSON, will be despatched as above on

WEDNESDAY, the 26th Inst., at 4 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWINE.

Agents.

Hongkong, October 21, 1892. 1810

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

(Via Inland Sta.)

The Steamer

BRECONSHIRE, Captain JACKSON, will be despatched as above on

FRIDAY, the 28th Inst.

For Freight or Passage, apply to

DODWELL, CARILL & CO., Agents.

Hongkong, October 21, 1892. 1841

Ginger Ale.

WE have always made good GINGER

ALE; we are now making the best.

At various exhibitions and competitions in

London and elsewhere, GINGER ALE

made by the formula we now use has won

32 PRIZE MEDALS AND CERTIFICATES

OF MERIT.

In 1890 competed and won against FOUR

of the most famed Belfast makers.

The Analyst's report—

It is of unexceptional good quality.

Particularly pleasant to the taste.

Decidedly tonic and sustaining.

In every respect most satisfactory.

ARTHUR HILL HASSALL, M.D.

The ideal temperance beverage.

DAKIN, CHIQUIOKSHANK & CO., LTD.

Victoria Dispensary,

Queen's Road Central.

Hongkong, July 4, 1892. 1804

Washing Books.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office.—Price, \$1 each.

WASHERMAN'S BOOKS.

(In English and Chinese.)

THE CHINA MAIL.

H. M. S. surveying vessel *Penguin* was to have left Shanghai yesterday, her departure having been delayed owing to the want of water on the Bar—she proceeds to the mouth of Ningpo river to continue surveying for some time. This work finished, she will proceed to Hongkong and be paid off in January.

The late Duke of Buckingham, in appearance and manner, was singularly like the average British engine-driver. He could do the work of a master. During the course of a great strike up the London and North-Western, with the Duke of Buckingham at the head, he was compelled to take the Northern Mail to Manchester. The Duke got on the engine, his secretary acted as fireman, and they piloted the train as far as the outskirts of Manchester. Here, they found the embankment and bridges lined with yelling strikers, who bouldered the engine and carriages with stones, bricks, &c. Through this storm the Duke took his train safely into the station at Manchester. Shortly afterwards the strike collapsed.

The N.C. Dist. News is glad to know that something is being done about to be done to improve the condition of the Woonong Bar. The Consular Agent has taken the matter up again, and the Consular Agent has written to the relevant authorities to get the barbers grounding on the Bar, and has notified that the Bar marks will be shifted as the channel shifts. We understand (says our contemporary) that an offer has been made by Captain Fife, who was recently in charge of the dredging operations at Woonong, to dig out the jetties channel to 24 feet at low water for £10,000 sterling, and there are other feasible schemes in the air. It is impossible that the expense and trouble now caused by this obstruction can be borne much longer by the public with equanimity.

THE BOKHARA DISASTER—THE ANCONA'S SEARCH.

The P. & O. s.s. *Ancona*, which called at the Pescadores on her way from Nagasaki, arrived here this afternoon. It was expected that she would bring on the two European passengers of the *Bokhara* who were reported to have reached the island of Pachang, but so far from this expectation being fulfilled, nothing was heard of them by her, and their identity is as much of a mystery as ever. It does not seem at present, in the broken-down state of the telegraph lines at Formosa, that there is any chance of hearing of the three European passengers until word is brought by the Douglas steamer *Thales*, and this can hardly be looked for in less than eight or ten days. Nothing was seen of the catastrophe, of course learned at Makung where the *Ancona* called. The following is the report of the search, for which we are indebted to the courtesy of Mr. H. J. Joseph, the Superintendent of the P. & O. Co., who arrived here to-day on board the *Ancona*.

On Thursday, 20th October at 7 a.m. the *Ancona* sighted the artificial light *Hengtien* on the S.W. point of Fisher Island. Her course was set towards the light, when a strong wind was blowing from the N.E. and a heavy haze. On nearing the land, Tortoise Rock and Sand Island were sighted, and a mast being observed a little to the Southward of Sand Island, Captain Mudie decided to head up for it to ascertain whether it indicated the position of the wreck. It was found to be a solitary jut at anchor under the lee of some out-lying rocks, but the *Ancona* being near Sand Island it was decided to make a careful search for the wreck.

The South Point, the West and North coasts of the Island were thoroughly examined, but the state of the weather and the uncertainty as to the approach of the chart rendered a very close approach imprudent. While passing on the N.E. side a number of people were observed by those on the deck of the *Ancona* to be moving about the Island, and one or two passengers got away under the impression that what might have been the tops of masts at the North-West corner, but these were not observed from the bridge by Captain Mudie and the officers of the ship.

Captain Mudie having seen no trace of the wreck, and considering a nearer approach, or attempt to land, dangerous, in the weather then prevailing, decided to proceed to Ponghau Harbour to make enquiries at Makung. This was effected and the *Ancona* anchored off that city at 11.15 a.m. A boat was sent ashore in charge of Mr. E. G. Roberts, 2nd officer, accompanied by the Reverend R. M. Ross, of Amye, one of the passengers, who kindly volunteered his services as interpreter. They were received in a very friendly manner by the people on shore and at once conducted to the military Mandarin in charge of the place, by whom they were accorded the most courteous reception.

They ascertained that the 23 survivors from the wreck had left for Taiwan, and that since their departure 53 bodies had been washed ashore and buried in coffins at the places at which they were found, amongst them being two females, who were interred near Makung. The Mandarin produced some documents left with him by the survivors, on their departure from Makung, relating to their kind treatment, &c., also the official record is keeping of the number of bodies recovered. He also mentioned that he had a party watching for any more bodies that might be washed ashore; this party do not belong to the people seen on Sand Island, from the *Ancona*. He stated that the week was on the North of Sand Island, and that the completely covered with high rock, but that the top of two of the land could be seen at low water, and that a boat could be sent ashore to land, if the sea remained in the position she had taken up. The party therefore decided to bring her round on the other tack. In order to put her round had to wait for the tide to ebb, and when we had got round on the other tack we had to wait for the tide to ebb again, the wind having increased to a hurricane in the meantime. This was tried repeatedly, and when we found we could not bring her round we tried to wear the ship. We put the engines astern, to bring her stern up to the sea, and then with the helm shifted to starboard, the ship remained in the same position. This was tried several times too.

By Commander Woolward—How long did you keep the engines going ahead on these occasions?—About a quarter of an hour.

Had you steamed up at full power?—Oh, yes, all that steam we could get.

Did you try to get any way up before bringing her round to the wind?—The en-

gines were stopped and then put full speed ahead.

Did you attempt to set any head sail?—Our jibs had been blown away.

You had to stem forstaysail which would not?—No.

Witnesses (repeating): She fell off E.S.E. when the engines stopped. The object of going astern was to keep on the China Coast and work down the Formosa Channel. The sea was simply terrific. It was not a true sea. It was a high, banking sea. Between 10 and noon we lost all our starboard boats, lee bulwarks and gangways. At noon the glass was 29.27 and the ship drifting in a south-westerly direction. This was shown by paying over the deep-sea lead from the lower bridge on the port side. The line went ahead. I think she was drifting 4 or 5 knots, between the wind and sea. During the afternoon we lost two more boats on the port side. These boats were washed over the stern. At 4 o'clock I relieved the second officer; the glass was still steady at 29.15, and the soundings 30 fathoms. The commander and third officer relieved me on the bridge, and the commander said he would send for me if he wanted me. About a quarter to 10 when I was on the main deck we shipped three heavy seas. I felt her do so. These were smashed in the engine-room skylight and put the fires out. I went on deck, and the chief engineer told me he was going along to tell the commander that the fires were out and the place was so full of heat and steam that it would take some time to get the fire out. The soundings up to 11 o'clock were 25 fathoms. After 11 I remained on deck the time. When I went to my cabin I relieved the second officer; the glass was still steady at 29.15, and the soundings 30 fathoms. The commander and third officer relieved me on the bridge, and the commander said he would send for me if he wanted me. About a quarter to 10 when I was on the main deck we shipped three heavy seas. I felt her do so. These were smashed in the engine-room skylight and put the fires out. I went on deck, and the chief engineer told me he was going along to tell the commander that the fires were out and the place was so full of heat and steam that it would take some time to get the fire out. 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